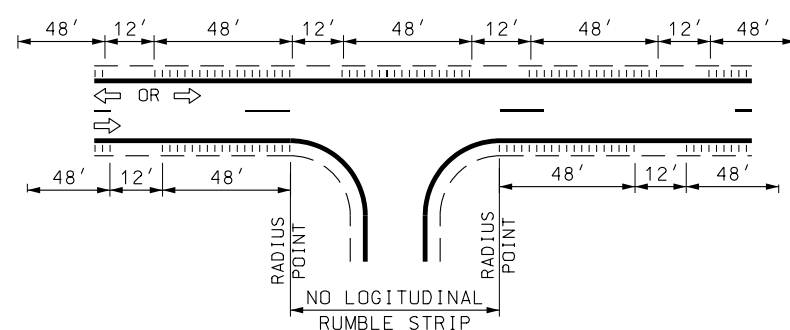
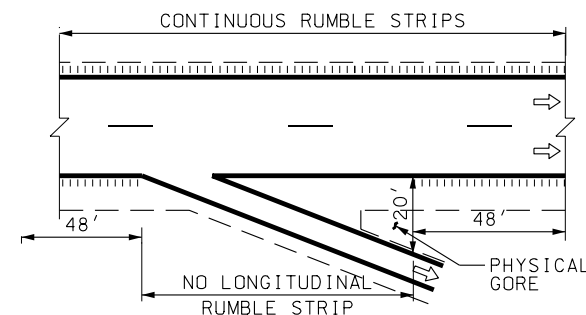


INSTALLATION ON
HIGHWAYS WITH NO ACCESS CONTROL
(SEE NOTE 4)

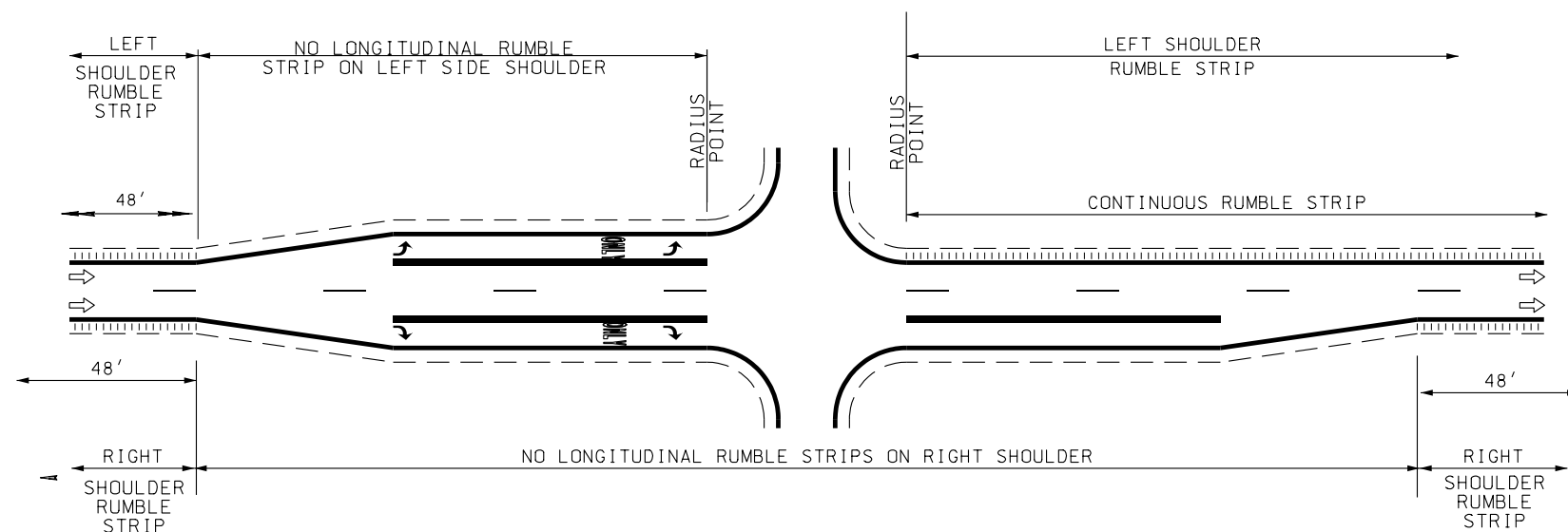


TYPICAL HEAVY USE DRIVEWAY
OR CROSSROAD EXCEPTION DETAIL

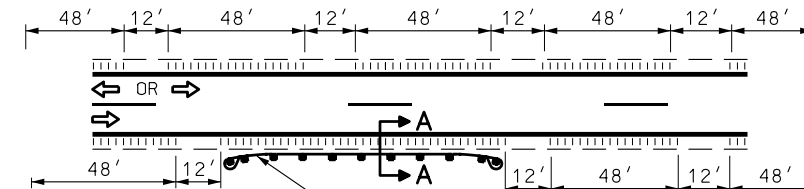
USE CONTINUOUS RUMBLE STRIP ON
LEFT SHOULDER IN ONE WAY TRAFFIC
SITUATIONS.



RAMP EXCEPTION DETAIL
ENTRANCE RAMP SIMILAR

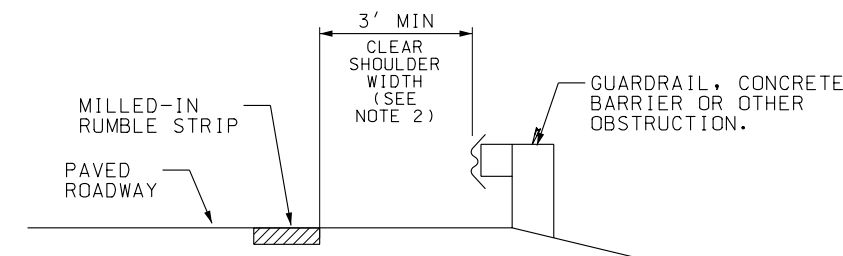


TYPICAL INTERSECTION, TURN LANE &
ACCELERATION LANE EXCEPTION DETAIL



TYPICAL GUARDRAIL AND/OR BARRIER

USE CONTINUOUS RUMBLE STRIP ON
LEFT SHOULDER IN ONE WAY TRAFFIC
SITUATIONS.



SECTION A-A
ROADSIDE BARRIER EXCEPTION

SEE NOTE 3

NOTES:

1. OMIT RUMBLE STRIPS ACROSS PRINCIPAL INTERSECTING ROADWAYS AS PER DETAILS.
2. IF BICYCLE TRAFFIC EXISTS OR IS ANTICIPATED THEN PROVIDE A MINIMUM EFFECTIVE CLEAR SHOULDER WIDTH OF 3 FEET. APPLY THIS REQUIREMENT TO BOTH SHOULDERS OF UNDIVIDED HIGHWAYS AND THE RIGHT SHOULDER ONLY ON DIVIDED HIGHWAYS.
3. MAINTAIN 3 FEET MINIMUM CLEAR SHOULDER WIDTH BETWEEN OBSTRUCTION AND INSIDE EDGE OF RUMBLE STRIP, OTHERWISE ELIMINATE RUMBLE STRIP.
4. ON HIGHWAY WITH NO ACCESS CONTROL PLACE RUMBLE STRIP AS PER STD DWG PV 6.

UTAH DEPARTMENT OF TRANSPORTATION

STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL

CHAIRMAN STANDARDS COMMITTEE
APPROVED

DEPUTY DIRECTOR

RUMBLE STRIPS -
TYPICAL APPLICATION

STD DWG

PV 7

STANDARD DRAWING TITLE

REVISIONS

REMARKS

NO. DATE APPR.

JULY 03,2002
DATE

JULY 03,2002
DATE